DESIGN REVIEW - NORTHWEST

Planning Area: NWRAC-MU Illustrations of Design Standards | **Rev.** 3/22/2022

BACKGROUND INFORMATION: The intent of a design review is to assist applicants by identifying compliance with the applicable master plan design requirements. This form should be submitted by applicants prior to Development Review Committee site plan submittal and used as a guide in generating plans for the site plan submittal. Applicants will receive a form attached to their Development Review Committee Case Comment Report informing the applicant whether the item does/does not meet the intent of the respective master plan.

PROJECT NAME:	
PROJECT ADDRESS:	
ZONING DISTRICT:	
CONTACT NAME:	
CONTACT EMAIL:	

NOTES:

- Principles in **bold** are dimensional standards required by the Unified Land Development Regulations (ULDR) Section 47-13.20.

INSTRUCTIONS: Provide a response to each item with how the proposed project meets the design standard.

STREET DESIGN STANDARDS: NWRAC-MU		DESCRIBE HOW PROJECT MEETS INTENT
S-1	A fine-grained street grid is maintained, and right-of-ways are vacated only for strategic public planning purposes.	
S-2	Development above right-of-way (air rights) does not occur.	
S-3	Streets have reduced lane widths.	
S-4	Traffic calming is utilized rather than barricading streets.	
S-5	On-street parking is maximized on all streets.	
S-6	Adequate bike lanes are provided where appropriate, subject to a planned bicycle network.	
S-7	Curb radii are reduced at street intersections to a preferred maximum of 15-feet or a maximum of 20-feet at major arterial roadways.	
S-8	County "Corner Cord" requirements are eliminated to the greatest extent possible.	
S-9	All utility lines (electrical, telephone, cable, etc.) are buried in locations allowing for tree planning and proper root growth.	
S-10	Shade trees are maximized on all right-of-ways, located between the sidewalk and the street, with palms or ornamental trees providing a visual marker for intersections (spacing 20-feet for palms/ornamentals & 30-feet for shade trees).	
S-11	Landscaping (other than street trees) plays a supporting, rather than dominant role in the overall street design.	
S-12	Numerous and wide curb cuts are avoided to the greatest extent possible.	
S-13	Drive-thrus are avoided in most cases.	

BUILDING DESIGN STANDARDS: NWRAC-MU		DESCRIBE HOW PROJECT MEETS INTENT
B-1	Surface parking facilities are secondary to the pedestrian public realm experience with vehicular access provided from the secondary street or alley where possible.	
B-2	Structured parking design is well integrated into the overall building design.	
B-3	To create an interesting, active, street environment, main pedestrian entrances are oriented toward the street.	
B-4	Framing the street: Site open space, as required, is aggregated as usable pedestrian-oriented public space instead of a leftover "green" perimeter. Courtyards and Plazas that are part of the development site are lined with active uses.	
B-5	Framing the street: Buildings meet the front and corner build-to-lines to maintain a consistent streetwall. *Primary Street: The building frontage abutting a Primary Street should be built to the property line.* *Secondary Street: The building frontage abutting a Secondary Street should be built to a zone consisting of 5 to 10 feet from the property line.*	
B-6	Framing the street: Buildings meet the side yard setback to maintain a consistent streetwall. *Side / Rear Yard Setbacks: 0 feet** **15 feet when abutting existing residential*	
B-7	Framing the street: Building streetwalls meet minimum and maximum shoulder heights. *Two stories or 25-feet minimum* *Five stories or 65-feet maximum*	
B-8	Framing the street: Buildings exceeding a maximum streetwall length of 150-feet provide variation in the physical design and articulation of the streetwall.	
B-9a	Buildings do not exceed maximum height dimensions. *NWRAC-MUne and those properties that are located east of NW 2nd Avenue within the NWRAC-MUe* *Permitted Maximum Height up to, but no higher than 120 ft.* *NWRAC-MUe west of NW 2nd Avenue* *Permitted Height up to, but no higher than 65 ft.* *Max Height up to, but no higher than 110 ft ** *NWRAC-MUw* *Permitted Height up to, but no higher than 45 ft.* *Max Height up to, but no higher than 65 ft** ** Structures exceeding the permitted height threshold of the NWRAC-MUe, and NWRAC-MUw shall be reviewed subject to the process for a Site Plan Level II permit, with City Commission review and approval in accordance with the performance standards in the Unified and Land Development Regulations (ULDR), Section 47-13.52.B*	
B-9b	*Maximum Floorplate:* *Commercial 32,000 square feet* *Residential 12,000 square feet*	
B-9c	*Minimum Tower Separation: 40 feet (depending on floorplate)*	
B-9d	*Minimum First Floor Height: Fifteen (15) feet*	

BUILDING DESIGN STANDARDS: NWRAC-MU		DESCRIBE HOW PROJECT MEETS INTENT
B-10	Towers do not exceed minimum stepback dimensions and maximum floorplate area. Minimum Tower Stepback Front Corner Side Rear *Primary Street: 12 feet* 12 feet* Side and Rear are dependent on floorplate* *Secondary Street: 15 feet 15 feet [Dependent on floorplate]* Maximum Floorplate / Minimum Tower Stepback *Commercial* *32,000 square feet / 30 feet side and rear stepback* *20,000 square feet / 25 feet side and rear stepback* *16,000 square feet / 20 feet side and rear stepback* *Residential* *12,000 square feet / 30 feet side and rear stepback* *10,000 square feet / 25 feet side and rear stepback* *8,000 square feet / 20 feet side and rear stepback*	
B-11	Where buildings abut existing residential development a transition zone shall be established. *Minimum Yard Setback: 15-feet* *Maximum Shoulder Height: 45-feet* *Minimum Tower Stepback: 15-feet*	
B-12	Where buildings with towers are located with frontages on multiple streets, the towers are oriented towards the "Primary Street".	
B-13	Towers contribute to the overall skyline composition.	
B-14	Original and self-confident design: A range of architectural styles exist, each having a strong identity, and striving for the highest quality expression of its chosen architectural style.	
B-15	Buildings are of high-quality design and construction with an emphasis on durable materials, well thought-out details and careful workmanship.	
B-16	Buildings are site responsive, reflect local character, and have architectural features and patterns that provide visual interest from the perspective of the pedestrian.	
B-17	Creative façade composition: A rich layering of architectural elements are provided throughout the building, with special attention to details below the shoulder level.	
B-18	The first floor of nonresidential buildings are flush with the adjacent sidewalk, have a minimum height of fifteen (15) feet, and a high percentage of clear glazing *Primary Streets – minimum 60%* *Secondary Streets – minimum 50%*	
B-19	Buildings with historic value are preserved and utilized for Adaptive Reuse.	
B-20	Environmental Architectural Design that responds to the unique nature of the South Florida environment.	

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B-21	Pedestrian shading devices, of various types, are provided along the façade of buildings.	
B-22	Active and 'extroverted' ground floors with retail are located in strategic locations.	
B-23	In residential buildings, ground floor units have individual entrances.	
B-24	Balconies and bay windows animate residential building façades	
B-25	The 'Fifth Façade' of a building is treated as part of the total design.	
B-26	Lighting is utilized to enhance safety without contributing to excessive light pollution or glare.	
B-27	Noise pollution as a result of building design is mitigated.	